REPORT OF ACTIVITIES
OF THE
DEPARTMENT OF WATER RESOURCES

By

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WATER CONDITIONS

October was mostly cool and dry across California. During October, the Northern Sierra 8-Station Index had 0.5" of precipitation, which is 17% of average for the month, 17% of the seasonal average to date, and 1% of average Water Year (50.0"). On October 31, California statewide hydrologic conditions for Water Year 2007 (October 1, 2006 to September 30, 2007) were as follows: precipitation, 35% of average to date; runoff, 85% of average to date; and reservoir storage, 125% of average for the date.

Selected Cities Precipitation Accumulation as of 10/31/2006 (National Weather Service Water Year: July through June)					
	Jul 1 to Date 2006 - 2007 (in inches)	% Avg	Jul 1 to Date 2005 - 2006 (in inches)	% Avg	% Avg Jul 1 to Jun 30 2006 - 2007
Eureka	0.71	19	2.60	69	1
Redding	0.26	9	0.40	14	0
Sacramento	0.21	14	0.26	18	1
San Jose	0.34	28	0.11	9	2
Fresno	0.08	9	0.09	10	0
Bakersfield	0.29	55	0.26	49	4
Los Angeles	0.34	41	1.64	198	2
San Diego	0.81	105	0.57	74	7

Key Reservoir Storage (1,000 AF) as of 10/31/2006 midnight								
Reservoir	River	Storage	Avg Storage	% Average	Capacity	% Capacity	Flood Control Encroachment	Total Space Available
Trinity Lake	Trinity	1,758	1,626	108	2,448	72	---	690
Shasta Lake	Sacramento	3,119	2,793	112	4,552	69	-772	1,433
Lake Oroville	Feather	2,760	2,240	123	3,538	78	-403	778
New Bullards Bar Res	Yuba	669	531	126	966	69	-127	297
Folsom Lake	American	538	502	107	977	55	-186	439
New Melones Res	Stanislaus	1,988	1,277	156	2,420	82	18	432
Don Pedro Res	Tuolumne	1,612	1,287	125	2,030	79	-78	418
Lake McClure	Merced	655	449	146	1,025	64	-20	370
Millerton Lake	San Joaquin	241	181	133	520	46	-194	279
Pine Flat Res	Kings	410	365	112	1,000	41	-419	590
Isabella	Kern	231	154	150	568	41	61	337
San Luis Res	(Offstream)	1,461	1,147	127	2,039	72	---	578

The latest National Weather Service, Climate Prediction Center long-range weather forecast maps for November, issued October 31, suggests above average precipitation for Northern California and much of the Pacific Northwest. Average precipitation is forecast for the rest of California and the Southwest. Temperatures are forecast to be average for all of California and the American West.

On October 19, the Climate Prediction Center released its Winter Outlook (December, January, and February seasonal forecast) for the United States. This outlook

forecasts temperatures to be warmer than the 30-year norm (1971-2000) over much of the nation, yet cooler than last year's very warm winter season. Northern and Southern California are expected to have above average temperatures, and Central California is expected to have average temperatures. The precipitation outlook calls for wetter than average conditions for central and southern California, and for the American Southwest. Northern California is expected to have average precipitation.

The pattern of the Winter Outlook is influenced by the development of weak El Niño conditions (warmer than average sea-surface temperatures) that have developed across the tropical Pacific during the past few months. Current conditions suggest that El Niño conditions may strengthen during the next few months. El Niño events influence the position and strength of the jet stream over the Pacific Ocean, which in turn affects the winter precipitation and temperature patterns across the United States and other locations in the world.

Corps PL84-99 Rehabilitation Assistance

Out of a total of 40 Order 1 urban sites, the Corps has completed designs for 11 Order 1 Sites. The Corps design on 8 sites in Reclamation District (RD) 3 is in progress, and the remaining 13 sites in Brannan-Andrus Island (BALMD) are to be covered under a separate Reclamation Board-BALMD Work Agreement. Under the BALMD Work Agreement, BALMD will take responsibility for design and construction using their consultants with DWR reviewing and approving designs and contractors, and providing finances. This agreement is going through DWR's contract approval process. Also, the Corps has initiated design work on seven Order 2 rural sites with a benefit-cost ratio of greater than one.

The Corps has awarded six construction contracts in the Sacramento River Flood Control Project area. DWR has completed construction on three Order 1 and two Order 2 sites in the Sacramento area and is in the process of preparing designs for the Butte Creek Order 1 site. Out of four Order 1 and four Order 2 sites in the San Joaquin River Flood Control System area, the Corps is going to repair the RD 1602 site. All other Lower San Joaquin Levee District sites are going to be fixed temporarily by DWR. The decision to do temporary repairs is based on the fact that permanent repairs require removal and replacement of levee sections, which is inadvisable during the flood season.

Ayres Critical Erosion Repairs

Based on the 2006 Ayres field reconnaissance survey, 24 critical erosion sites have been identified needing immediate repairs. DWR and the Corps have decided to share repair work, with DWR covering 10 sites and Corps looking after 14 sites. Of the 10 DWR sites, the highest priority is to repair two sites on the Sacramento River (RM 99.5R and RM 182.0R) and one site on the Bear River (BEA1.2L). These sites are inaccessible by barge. All but two other sites can be repaired by barge-mounted cranes, allowing work to continue during

winter. The two Cache Creek sites are being deferred until spring to allow full evaluation and design of setback levee alternatives.

A meeting between the regulatory agencies (US F&WS, NMFS and DFG), Corps, and DWR was held on October 18 followed by on October 27 meeting to discuss permitting procedures for the emergency repair work. An Action Plan for Alternative Endangered Species Consultation Procedures for State-Federal Expedited Repair during Winter 2006 has been prepared. The regulatory agencies are performing field resource surveys to identify impacted resources and are concurrently working on a biological opinion for critical repairs.

Inspection/Integrity Evaluations Procedures

The DWR Flood Project Integrity and Inspection Branch recently revised the enforcement process for unauthorized encroachments of project levees within the jurisdiction of the Reclamation Board for the various flood control levees, channels, and floodways. The new enforcement process is outlined below:

1. DWR inspector issues a written Notice of Violation to the landowner for an unauthorized encroachment and sends a copy of the Notice to the LMA.

2. DWR sends a notification letter to the landowner by certified mail within 15 days of the issuance of the Notice, advising the landowner that the Notice was issued and requesting removal of the encroachment. The landowner is given a period of 45 days from the date the Notice is issued to remove the encroachment.

3. LMA representative contacts the landowner to discuss removal of the unauthorized encroachment.

4. If the encroachment is not removed within 45 days of the date the Notice is issued, the matter is either referred to the LMA for removal or to the Board for initiation of a formal enforcement action.

5. If the encroachment can be removed in the course of ordinary maintenance, it will normally be referred to the LMA and DWR inspectors will monitor removal progress with the LMA.

6. If the encroachment can not be removed in the course of ordinary maintenance, the General Manager will refer the matter to the Board for institution of formal enforcement proceedings as described in Board regulations (23 CCR sec. 20-22). Enforcement proceedings begin with the General Manager serving notice to the landowner or person responsible for the existence of the encroachment, along with an order requiring that person to respond to the notice within 30 days.

We will begin this enforcement process with the outstanding 175 unauthorized encroachments. Most of these encroachments have been on the books for several years and numerous documented efforts have been made to resolve them. We will inspect each encroachment again to verify its status and follow the process outlined above, issuing a new 45-day Notice of Violation for each one. The status of these encroachments and any new encroachments will be identified in our quarterly reports to the Board. Once we have exhausted the enforcement process outlined above, we will present unresolved encroachments to the Board for enforcement proceedings.

DWR is continuing the Fall 2006 flood control works inspection. As for planned four inspections during the year to meet the Federal Code of Regulations, the second inspection by LMAs during summer has not been very successful. Only 15 LMAs have submitted inspection reports. Since summer inspections have not been performed historically, this is still an improvement. DWR is not adequately staffed to perform all four inspections and will be meeting with the LMAs to discuss the situation.

NORTH DELTA PROGRAM

Background

The northern region of the Delta (North Delta) faces the need to balance between complex issues involving flood control, environment, water supply, and water quality. Historically, runoff from the Sacramento, San Joaquin, Mokelumne, and Cosumnes Rivers during large storm events has caused flooding of homes, infrastructure, and farms in the North Delta. Several Islands were flooded as recent as in 1986 and 1997. Additionally, degradation and the loss of aquatic and terrestrial habitat are primary concerns in the area. Because of ongoing flood control, ecosystem health issues, and conveyance issues, improvements in the North Delta have been the focus of planning efforts for many years.
In 1987, DWR launched a planning and environmental documentation process for the North Delta, which led to the release of a draft EIR/EIS in 1990. In 1995, DWR suspended the North Delta planning efforts in deference to the CALFED Bay-Delta Program. The goals of the 1990 EIR/EIS were absorbed in the CALFED Program, and restructured as the North Delta Flood Control and Ecosystem Restoration Project. The “North Delta Flood Control and Ecosystem Restoration Project” is being proposed by DWR as an element to implement the Program described in the CALFED Programmatic Record of Decision, issued in August 2000.

Project Purpose

The purpose of the Project is to implement flood control improvements in a manner that benefits aquatic and terrestrial habitats, species, and ecological processes. Flood control improvements are needed to reduce damage from

overflows caused by insufficient channel capacities and levee failures. Since 1955, several areas have been flooded after levees fail by breaches or overtopping. Among the islands/tracts, Dead Horse flooded in 1955, 1958, 1980, 1986, and 1997; Glanville flooded in 1986 and 1997; McCormack-Williamson flooded in1955, 1958, 1964, 1986, and 1997; New Hope flooded in 1955 and 1986; and Tyler Island flooded in 1986. Frequent flooding causes degradation and the loss of habitats that support various life stages of aquatic and terrestrial species. Other objectives of the project would be to

- Improve Water Supply Reliability for Conveyance
- Improve Water Quality for Conveyance
- Recommend Ecosystem Restoration and Science Actions
- Improve Levee Stability
- Improve and Enhance Recreation
- Protect Farmland uses

Project Alternatives

Preliminary alternatives have been developed for the Project based on the inputs from Science panels and Stakeholders' comments/suggestions. Solution components being considered for flood control include setback levees, detention basins, dredging and levee degradation for floodplain expansion. Proposed Project actions and alternatives are subdivided into two basic groups for analysis in the EIR.

- Group 1 alternatives facilitate controlled flow-through of McCormack-Williamson Tract (lowering the east side levee crest) during high stage combined with a scientific pilot action of breaching a levee to optimize fluvial processes. The southernmost portion of the tract would be open to tidal action.

- Group 2 alternatives involve Staten Island as potential flood water detention basin. This would provide additional capacity in the local system through construction of an off-channel detention basin on Staten Island. High stage in the river would enter the detention basin upon cresting a weir in the levee. Other components are combined to protect infrastructure. The interior of the basin would continue to be farmed, consistent with current practices. This Group also considers an alternative that would provide additional channel capacity by dredging the river bottom and modifying levees.

Current Status of the Project

- On June 27, 2006, the Administrative Draft Environmental (ADEIR) was released to 26 Local, State, and Federal Agencies for their review. Review comments have been received from the Agencies over the last three

months. The comments have been addressed by the Consultant in consultation with the DWR staffs.

- The updated EIR, termed as the Public Draft Environmental Impact Report (PDEIR), is scheduled to be released on December 29, 2006 for public review. Due to budget constraints, the plan is to collect the comments and conclude the project unless a long-term owner of the project lands and facilities is identified.
- DWR is working closely with the US Army Corps of Engineers for funding a Group 1 alternative involving McCormick Williamson tract. However, without a long-term owner no Federal Agency is willing to come forward for funding. The major focus of the project at this moment is to identify a long-term owner of the McCormick Williamson Tract. The Nature Conservancy (TNC) is the short-term owner of the tract.

GARMIRE ROAD BRIDGE REPLACEMENT

The Garmire Road bridge is a maintenance responsibility of the Department under Water Code section 8361. The Department, Sutter County, and the Federal Highway Administration are cooperatively completing replacement of the Bridge using Section 1114 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). By contract, Sutter County is responsible for design, award of the construction contract, construction administration, and maintenance of the new bridge. The State is responsible for hydraulic analysis, environmental permits, and acquisition of the necessary right-of-way. DWR has forwarded the hydraulic analysis, environmental permits, and right-of-way contracts to Sutter County and Caltrans, who will prepare the right-of-way certification and request federal funding in November 2006. Caltrans expects to receive funding and Sutter County anticipates advertising the construction project in January 2007.

FREMONT WEIR SEDIMENT REMOVAL

The sediment removal contract was awarded to FCI construction, which began constructing the haul roads and temporary ramps on August 14th. Sediment removal activities began on September 5 and concluded prior to November 1st. From November 1st through the middle of November, the temporary ramps that were constructed over the weir will be removed, two scour sites in front of the weir will be repaired, and the disturbed areas will be seeded as required by agency permits

BEAR RIVER SEDIMENT REMOVAL

Sediment deposition is a contributing factor to freeboard deficiencies on the Bear River and is interfering with channel flow. The problem is most notable between RM 3.69 to 4.00 and RM 4.5 to 4.75. The hydraulic model has been modified to reflect proposed changes to the Highway 70 bridge currently being constructed by CalTrans. System Integrity has requested cross-sectional surveys that will be completed by October 31, 2006. Additional model modifications will reflect completed surveys, and field checked Manning's roughness values. After the Section 404 maintenance baseline has been determined, the updated model results will be used to draft a project description.

CHEROKEE CANAL SEDIMENT REMOVAL

During 1990, sediment removal activities were designed and implemented to create a second low flow channel in the area between the Richvale Highway and the SPRR Bridge. Modeling studies based on 1997/98 survey data show that to pass design capacity with 3 feet of freeboard, sediment removal and levee raising is needed between Nelson Road and Richvale Road. The first phase of sediment removal will occur in the most downstream three miles of this reach and environmental and planometric surveys have been completed in this section. The information is being used to update the hydraulic model, and draft a project description. Existing conditions and a project description will be modeled by late October, and an informational briefing with local interests is scheduled for mid-November.

TISDALE BYPASS SEDIMENT REMOVAL

This project will remove approximately 2.0 million cubic yards of sediment that has accumulated in the 4-mile long Tisdale Bypass. This sediment diminishes flow capacity in the bypass and makes annual maintenance work more difficult. DWR expects to remove the sediment during the summer of 2007. Currently, environmental documents are being written to obtain needed permits. Options for disposing of the sediments are limited. Current plans use the material to stabilize berms along the Tisdale North Levee and the East and West Sutter Bypass Levees.